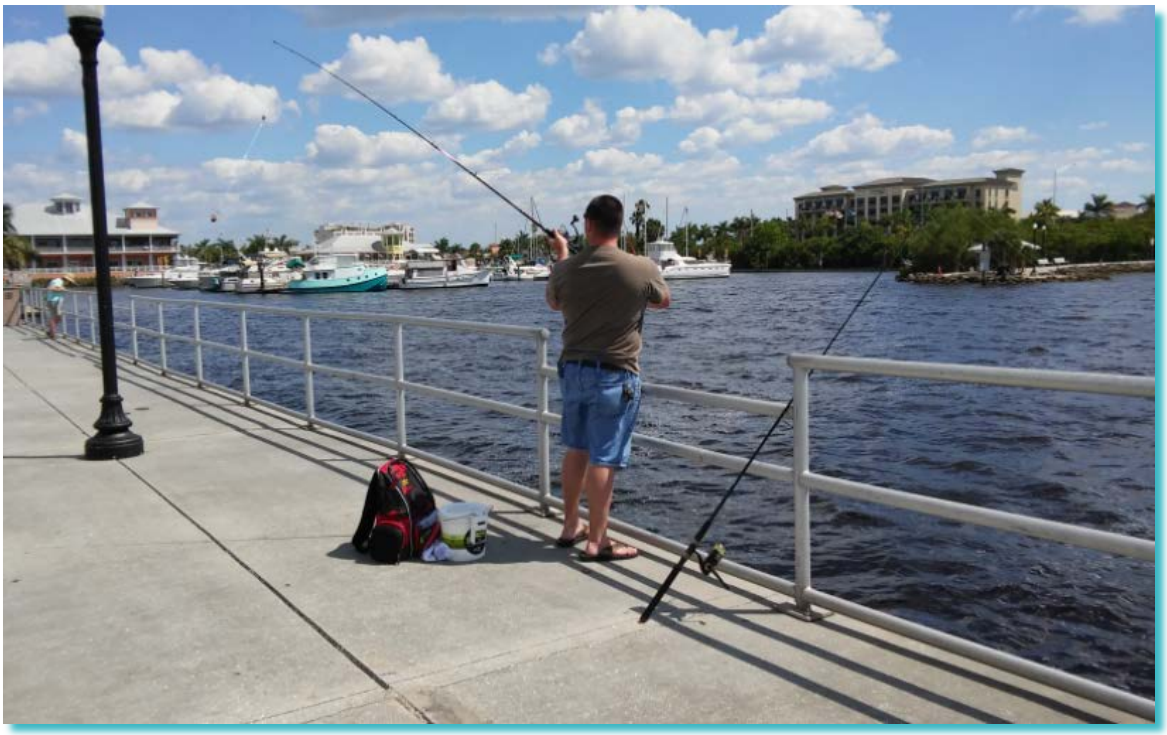
CITY OF PUNTA GORDA
ADA TRANSITION PLAN FINAL REPORT
Laishley Marina

October 4, 2017

Prepared For:
City of Punta Gorda
326 West Marion Avenue
Punta Gorda, Florida, 33950



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1.0 LOCATION MAP

1.1 BUILDING DESCRIPTION

The Laishley Municipal Marina is located at 120 Laishley Court and includes several facilities. The primary facility is the main marina building that houses office space for the Marina, has public meeting rooms, Boater Rest Rooms, Sailor's Day Room and also serves as an event venue for weddings, receptions, parties and/or diners. This building is 4,883 square feet and was constructed in 2007. A second structure on the premise, which is much larger, is a building that houses several private stores and businesses, including Laishley Crab House and realtor firms. Although the building is owned by a private developer, the land is leased to them by the City. Other facilities on the premises include a large public fishing pier, gated wet boat slips, a boat launch, and a Harbor Walk complete with wide concrete paths and a path across a floating dock. A large parking lot serves the complex and several walking paths and trails connect to and pass through the property.

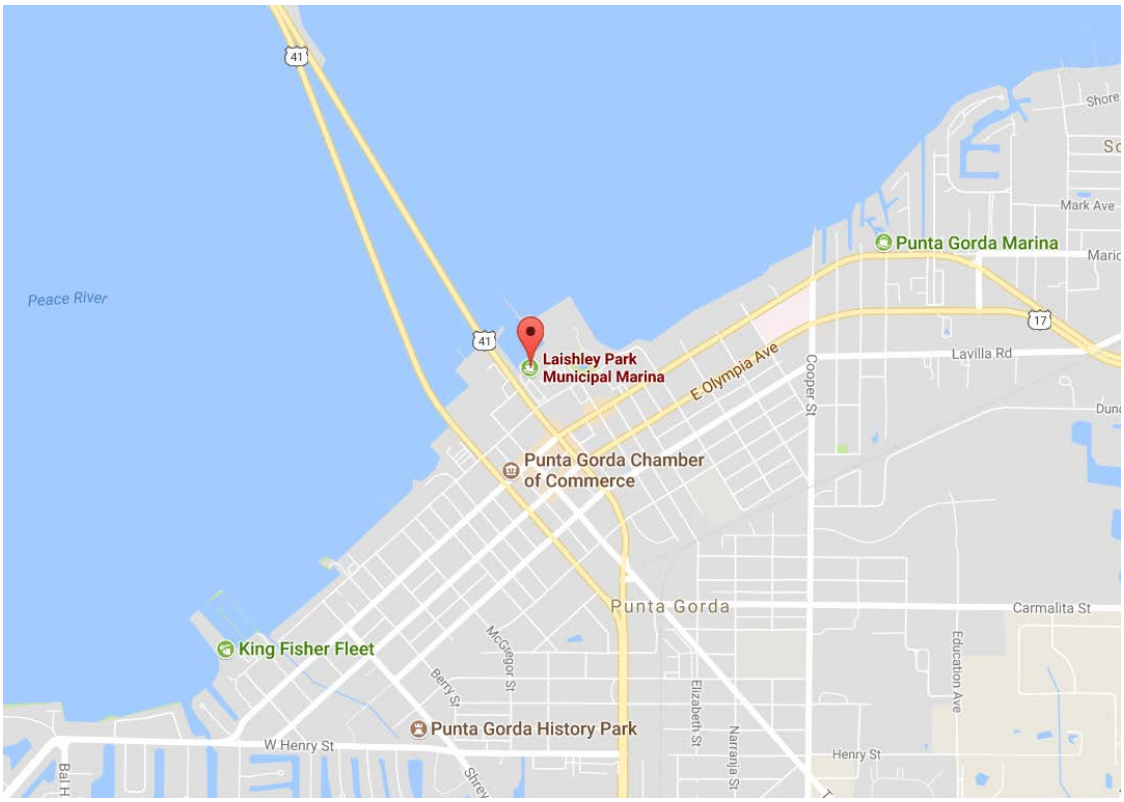

Figure 1-1 - Location Map

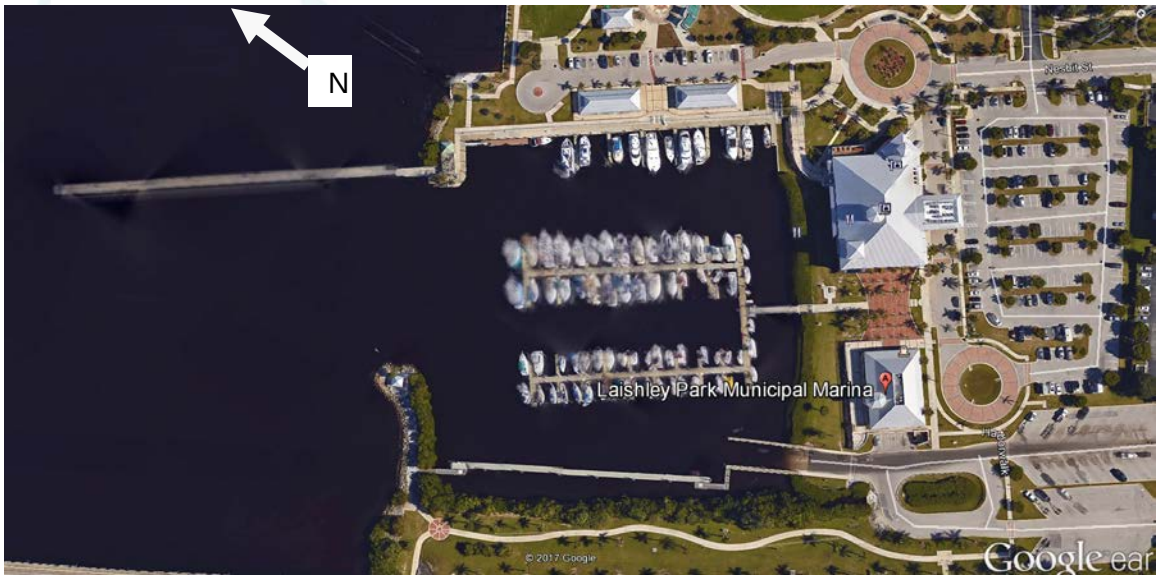

Figure 1-2 – Aerial Site Photo

2.0 PROCESS OVERVIEW

2.1 PUBLISHED STANDARDS

As indicated in our project proposal, the findings for each facility assessed under the project will be provided in the form of an Accessibility Assessment Report, or AAR. This AAR conforms to ASTM E2018-01 - Standard Guide for Property Assessments: Baseline Property Condition Assessment Process standards.

The AAR is intended to identify defects or deficiencies in compliance with the Americans with Disabilities Act Accessibility Guidelines (ADAAG), and Florida Accessibility Code (FAC), as well as any other code deemed applicable and to recommend necessary improvements that could improve accessibility of the assessed facilities by individuals with disabilities. Our assessment is based on spaces, areas, elements, or features that can or could be accessed by the general public. Attention to equipment or work spaces not allocated for use by individuals with disabilities has not been evaluated. Nevertheless, where work areas that may allow individuals with disabilities to be employed are identified by the facility member interviewed during the introductory stage of the assessment are identified, these areas have been assessed and any deficiencies noted are reported herein.

The date the facility was constructed or renovated is important to determine so that applicable standards can be applied during the assessment process. ADAAG became enforceable in January 1992 with a revision becoming enforceable in 2012. The FAC has had various revisions over the years. This AAR reports deficiencies according to ADAAG and FAC standards as appropriate to the condition assessed.

2.2 BUILDING ASSESSMENT OVERVIEW

An informal interview is typically conducted prior to performing the physical assessment of the building and surrounding elements. The contact provides an overview of the facility's occupancy, use, and history which established the spaces and elements frequented by the general public and which must meet the minimum accessibility requirements. The pre-interview process is used to determine and document information relevant to each facility's use in order to determine applicable regulatory standards to apply to the assessment of the facilities. Use and occupancy information is critical in determining compliance with accessibility standards and must be established prior to the physical assessments.

3.0 ASSESSMENT PROCESS

The facility survey and walk-thru addressed each accessible element and space within and external to the building and included applicable elements such as path-of-travel (accessible route), parking, curb ramps, entrances/exits, signage, toilets, drinking fountains, ramps, doors, hardware, and all other occupiable spaces and elements covered by the ADAAG.

The survey included physical measurements and counts for components or systems. Survey findings were collected and recorded on Tindale Oliver's custom made, Android based, ADA compliance checklist application. Photographs were taken with the tablet of each area of the facility for familiarization and later reference to illustrate deficiency findings. The digital data and photographs were then uploaded to a database on our secure servers for backup. Where appropriate, photographs have been included in this AAR to illustrate issues or deficiencies where necessary.

The facility survey consisted of non-intrusive visual observations, which allowed for a readily accessible and easily visible components and systems assessment of the facility which included measurements of space and clearance dimensions, slope, walkway widths, reach ranges, maneuverability measurements, etc.

4.0 FINDINGS AND DEFICIENCIES

4.1 GENERAL

The use and occupancy of the Laishley Marina dictates egress requirements and accessible route requirements consistent with the ADAAG regulations. Because the general public regularly accesses the facilities and frequents the area around it, in the interest of establishing an accessibility compliance baseline condition report of the facility a full accessibility assessment was conducted. Where deficiencies in compliance with ADAAG or FAC exist, descriptions of the deficiency, regulatory requirement(s)

pertinent to the deficiency, a photograph or sketch illustrating the deficient element, and recommendations for remediation of the deficiency are listed below.

An interview and internal building assessment was conducted with the Dockmaster on June 15, 2016. A prior visit was conducted on May 24, 2016 to assess the external public areas around the complex.

In general, public access to and through the primary marina building only has minor barriers along the accessible routes, as well as, minor rest room issues that can all be easily corrected. Vehicle parking also has issues that routine maintenance should correct, while boat parking may require a small adjustment to bring into compliance. The majority of the issues in this facility stem from accessible routes in the public ROW, to the boating facilities and along the fishing pier. Most of the issues identified should require relatively small alterations to bring into compliance, such as replacing transition plates. However, few issues may require programming a small project, such as alterations to the fishing pier railings, the fish cleaning station and the correction of the cross slope on one of the floating docks.

4.2 PARKING

Summary: There are three separate parking lots on the Marina property, one for vehicles with a trailer, a large regular parking lot that serves the Marina building, restaurants and Laishley Park, and several short-term parking spaces that serve the boat slip. The trailer parking includes 47 spaces with 2 accessible spaces, while the regular parking contains 171 parking spaces, 7 of which are accessible. The number of accessible spaces for these parking lots meets the minimum requirements of the ADA.

The main parking lot is compliant in both number of spaces and design. The trailer parking lot will require routine maintenance and restriping. And the few spaces close to the boat launch will need to be modified to include an accessible space.

Boat parking is also provided in the marina. There are 85 total boat slips in the marina, 3 of which are marked accessible boat slips. This complies with the requirements of the ADA.

4.2.1 Trailer Parking

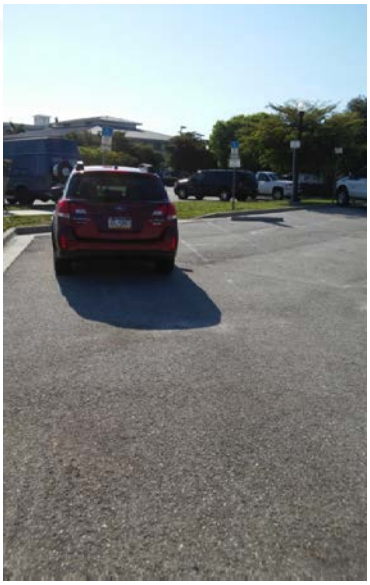

Figure 4-1 – Accessible Trailer Parking Spaces

Assessments

- The striping is fading and very difficult to see.

Applicable Standards

FAC 502.6.1 states that, “Each (accessible) parking space must be striped in a manner that is consistent with the standards of the controlling jurisdiction for other spaces and prominently outlined with blue paint, and must be repainted when necessary, to be clearly distinguishable as a parking space designated for persons who have disabilities.”

Recommendations

- Restripe and repaint the faded parking spaces and install ISA symbols.

4.2.2 Restricted Parking Spaces by Boat Launch

Figure 4-2 – Parking Spaces by Boat Launch

Assessments

- This temporary parking area serves the marina and boat launch along a closer and more direct route than the general accessible parking area located in front of the larger building, however, there is no accessible parking space in this section of the lot, violating §208.3.1.

Applicable Standards

208.3.1 General. Parking spaces complying with 502 that serve a particular building or facility shall be located on the shortest accessible route from parking to an entrance complying with 206.4. Where parking serves more than one accessible entrance, parking spaces complying with 502 shall be dispersed and located on the shortest accessible route to the accessible entrances. In parking facilities that do not serve a particular building or facility, parking spaces complying with 502 shall be located on the shortest accessible route to an accessible pedestrian entrance of the parking facility.

Recommendations

- Restripe/repave two of the spaces, closest to the marina entrance, so that there is at least one level accessible space with an access aisle in this area of parking. Restripe the remaining spaces as necessary to ensure proper width is given to the accessible space.
    - The width of the parking space shall be 12’ wide, the width of the access aisle shall be 5’ wide.
- Install accessible signage at this space compliant with §502.6, including a sign that states the fine for parking illegally in an accessible space as well as stating that this space is van accessible.

- Create an accessible route from the new access aisle to the surrounding amenities.

4.3 ACCESSIBLE ROUTES ALONG PUBLIC RIGHT-OF-WAY

Summary: There are at least 5 main facilities on this property that would serve as destinations and 7 or more external access points to the site, creating numerous accessible routes in and around the marina property. Tindale Oliver walked all of these routes and identified various issues and barriers to accessibility.

4.3.1 Accessible Route from Trailer Parking

Figure 4-3 – Sidewalk Leading from Accessible Trailer Parking

Assessments

- There is a 1" gap between the asphalt parking lot and the concrete walkway connecting the accessible trailer parking to the facility, violating §302.3.

Applicable Standards

302.3 Openings. Openings in floor or ground surfaces shall not allow passage of a sphere more than ½ inch diameter except as allowed in 407.4.3, 409.4.3, 410.4, 810.5.3 and 810.10. Elongated openings shall be placed so that the long dimension is perpendicular to the dominant direction of travel.

Recommendations

- Patch the asphalt area to ensure a smooth and flat transition between the asphalt area and concrete pathway.

4.3.2 Accessible Route from Main Accessible Parking

Figure 4-4 – East Crosswalk and Path to Leased Facility

Assessments

- The ramp on the east crosswalk leading from the main accessible parking spaces is depressed enough that water is ponding and accumulating sand. The water is a hazard when it is raining, and the sand is a hazard when it is dry, violating §405.10.
- There are two crosswalks leading from the accessible parking spaces to the large leased building. The two ramps on the side of the street closest to the building serving these crosswalks are missing detectable warning surfaces, violating §406.8.

Applicable Standards

405.10 Wet Conditions. Landings subject to wet conditions shall be designed to prevent the accumulation of water.

406.8 Detectable Warnings. A curb ramp shall have a detectable warning complying with 705. The detectable warning shall extend the full width of the curb ramp (exclusive of flared sides) and shall extend either the full depth of the curb ramp or 24 inches deep minimum measured from the back of the curb on the ramp surface.

Recommendations

- Reconstruct the ramp, or the curb leading to the ramp, so that water does not pond at the ramp.
- Install detectable warning surfaces on both ramps on the side of the crosswalks closest to the building.

4.3.3 Boat Launch Driveway Crossings

Figure 4-5 – Two Crosswalks across Drive Aisle for Boat Launch

Assessments

- Both crosswalks across the boat launch access aisle are faded and not visible.
- The western side of the crosswalk across the boat launch is missing a detectable warning surface, violating §406.8.
- There is a 2” gap between the asphalt concrete crosswalk and the concrete inlet located in the drive aisle, violating §302.3.

Applicable Standards

302.3 Openings. Openings in floor or ground surfaces shall not allow passage of a sphere more than ½ inch diameter except as allowed in 407.4.3, 409.4.3, 410.4, 810.5.3 and 810.10. Elongated openings shall be placed so that the long dimension is perpendicular to the dominant direction of travel.

406.8 Detectable Warnings. A curb ramp shall have a detectable warning complying with 705. The detectable warning shall extend the full width of the curb ramp (exclusive of flared sides) and shall extend either the full depth of the curb ramp or 24 inches deep minimum measured from the back of the curb on the ramp surface.

Recommendations

- Stripe the crosswalks leading across driveway access to the boat launch.
- Install one detectable warning surface on the curb ramp to the west side of the crosswalk leading across the boat launch, closest to the water.
- Re-pave the area around the drainage grate in the crosswalk further from the water so that it is flush and smooth with the concrete crosswalk area surrounding the grate.

4.3.4 Routes to Public Amenities

Figure 4-6 – Amenities by Boat Launch

Assessments

- The trash can near the boat launch is placed in the parking lot and would not be in reach range for someone approaching it from the sidewalk.
- The fire extinguisher and fishing line return are placed on poles in a non-accessible surface.

Applicable Standards

205.1 General. Operable parts on accessible elements, accessible routes, and in accessible rooms and spaces shall comply with 309.

309.3 Height. Operable parts shall be placed within one or more of the reach ranges specified in 308.

Recommendations

- Relocate the trash can onto a level area so that it can be reached from the sidewalk/accessible route.
- Relocate the fire extinguisher to be within 10 inches of a level portion of the sidewalk.
- Relocate the fishing line return to be within 10 inches of a level portion of the sidewalk, making sure the return section of the PVC pipe is a maximum of 48 inches above the ground.

4.4 ACCESSIBLE ROUTES TO BOATING FACILITIES

Summary: There are several boating facilities and piers throughout the Laishley Marina property. Starting from the west to the east there are four facilities that serve boat access and must be accessible – a floating dock along the Harborwalk, a boat launch, a group of gated docks serving as boat slips, and another floating dock that may serve as a boating pier for temporary docking. The routes leading to each of the docks are accessed via gangways and transition plates, which all require some level of modification to be accessible. The boat launch has two piers, one of which must be accessible. There are issues with both piers, however, only the one that shares access to the floating pier was assessed and recommended for improvement.

4.4.1 Route to Gated Boat Slips

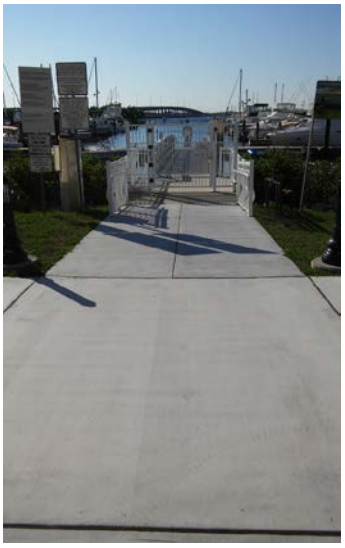

Figure 4-7 – Ramp leading to Gate

Figure 4-8 – Top of Gangway to Boat Slips

Assessments

- As shown in Figure 4-7, the concrete ramp spurring off from the Harborwalk, leading to the gate, has handrails for the last 8 feet closest to the gate, however, is missing handrails for the first 16 feet of the ramp, violating §505.2.
- The transition plate at the top of the gangway, shown in Figure 4-8, has a slope of 20% for a rise of about 2.5", exceeding the maximum allowable slope of 8.3%, violating §405.2.

Applicable Standards

505.2 Where Required. Handrails shall be provided on both sides of stairs and ramps.

405.2 Slope. Ramp runs shall have a running slope not steeper than 8.33.

Recommendations

- Install 16' of handrails, complying with §505, along the concrete ramp leading to the gate.
- Replace the transition plate at the top of the gangway with a longer plate so that the slope is no greater than 8.3%.

4.4.2 Route along Harborwalk Floating Pier

Figure 4-9 – Gangway and Transition Plates at Ends of Floating Dock along Harborwalk

Figure 4-10 – Floating Dock along Harborwalk

Assessments

- Both the transition plates leading to the pier extend approximately 5' long and over 6" high, with no handrails or edge protection on the outside of the transition plate, allowing the potential for a person using a wheelchair to fall off the plate, violating §405.8 and §405.9.
- The expansion joints between the concrete platforms on the floating dock have a 1.5" to 2" gap, violating §302.3.

Applicable Standards

405.8 Handrails. Ramp runs with a rise greater than 6 inches shall have handrails complying with 505.

405.9 Edge Protection. Edge protection complying with 405.9.1 or 405.9.2 shall be provided on each side of ramp runs and at each side of ramp landings.

302.3 Openings. Openings in floor or ground surfaces shall not allow passage of a sphere more than ½ inch diameter except as allowed in 407.4.3, 409.4.3, 410.4, 810.5.3 and 810.10. Elongated openings shall be placed so that the long dimension is perpendicular to the dominant direction of travel.

Recommendations

- Install handrails, complying with §505, and edge protection, complying with §405.9, onto the two transition plates leading from the gangways on either side of the floating platform.
- Fill the 7 joints along the floating dock with concrete expansion joint fill material.

4.4.3 Route to Boat Launch

Figure 4-11 – Entrance to Boat Launch – Marked with ISA

Assessments

- The concrete lip connecting the sidewalk to the pier has a max running slope of 14% and a cross slope of 4%, violating §403.3.
- The dock is sloped at 10% for 10', exceeding the max running slope for a ramp, violating §405.2.

Applicable Standards

403.3 Slope. The running slope of walking surfaces shall not be steeper than 5%. The cross slope of walking surfaces shall not be steeper than 2%.

405.2 Slope. Ramp runs shall have a running slope not steeper than 8.33%.

Recommendations

- Reconstruct this sloped portion of the dock so that it extends at least an additional 2' over the concrete sidewalk, achieving a max running slope of 8.33%.

4.4.4 Route to East End Floating Boat Pier

Figure 4-12 – Gangway and Transition Plate Leading to Single Floating Boat Slips

Assessments

- The concrete dock at the top of the floating dock's gangway has a joint with a vertical change in level of 1", violating §303.4.
- The cross slope of the gangway is 4%, violating §403.3.
- The transition plate extends over 5' long and over 6" high, with no handrails or edge protection the outside of the transition plate, allowing the potential for a person using a wheelchair to fall off the plate, violating §405.8 and §405.9.

Applicable Standards

303.4 Ramps. Changes in level greater than ½ inch high shall be ramped, and shall comply with 405.

405.8 Handrails. Ramp runs with a rise greater than 6 inches shall have handrails complying with 505.

405.9 Edge Protection. Edge protection complying with 405.9.1 or 405.9.2 shall be provided on each side of ramp runs and at each side of ramp landings.

Recommendations

- Correct the joint along the dock by installing a ramped transition that will allow the 1" change in level to be sloped to 8.33% or less.
- Inspect the gangway and the floating dock for the reason the cross slope is at 4% and look to correct it.
    - This may involve resetting or adjusting the gangway, or it could involve correcting the floating dock.
- Add handrails, complying with §505, and adequate edge protection, compliant with §405.9, to both sides of the transition plate.

4.5 FISHING PIER

Summary: The railings for the fishing areas along the fishing pier have several evenly dispersed accessible railings throughout the pier, however, they are not technically compliant. There are also issues with access to the fishing pier and the fish cleaning station. Minor to moderate alterations should correct the issues.

4.5.1 Route to Fishing Pier

Figure 4-13 – Ramp Leading to Fishing Pier

Assessments

- The slope leading up to the fishing pier is 7.3% and should be treated as a ramp. However, there are handrails missing on the left side of the ramp, violating §505.2.
- There is a 1" gap in the concrete joint running down the middle of the fishing pier, violating §302.3.

Applicable Standards

302.3 Openings. Openings in floor or ground surfaces shall not allow passage of a sphere more than ½ inch diameter except as allowed in 407.4.3, 409.4.3, 410.4, 810.5.3 and 810.10. Elongated openings shall be placed so that the long dimension is perpendicular to the dominant direction of travel.

505.2 Where Required. Handrails shall be provided on both sides of stairs and ramps.

Recommendations

- Install a handrail, complaint with §505, on the left side of the fishing pier ramp.
- Ensure the concrete joint down the middle of the pier is properly filled so that the 1" gap is level with the concrete surface.

4.5.2 Fish Cleaning Station

Figure 4-14 – Fish Cleaning Station

Assessments

- The switch to turn on the water is 62” high and 18” deep, too high to reach for someone in a wheelchair, violating §308.
- The counter of the fish cleaning station is considered a work station and should be no higher than 34” high, however, it is 39” high, violating §902.3.

Applicable Standards

308.2.1 Unobstructed. Where a forward reach is unobstructed, the high forward reach shall be 48 inches maximum and the low forward reach shall be 15 inches minimum above the finish floor or ground.

902.3 Height. The tops of dining surfaces and work surfaces shall be 28 inches minimum and 34 inches maximum above the finish floor or ground.

Recommendations

- Install an extension of the counter next to the existing counter that is a max of 34” from the ground.
    - Ensure the switch to turn on the water at this station is a max of 48” max off the ground.

4.5.3 Fishing Areas

Figure 4-15 – Fishing Areas

Assessments

- The regular railing height is 42”, however, every 30’ there are 34” high accessible railings for a width of 6’. This means that about 20% of the railings that are able to be fished from are accessible. The code requires 25% to be accessible, thus this violates §1005.2.1.

Applicable Standards

1005.2.1 Height. At least 25 percent of the railings, guards, or handrails shall be 34 inches maximum above the ground or deck surface.

Recommendations

- The current arrangement is nicely dispersed, offers plenty of options and locations for fishing, however, it is not technically compliant due to the percentage of railing space that should be lowered. It’s not likely to generate any complaints in its current arrangement, however, to become technically compliant at 25% the City must lower approximately an additional 25’ of railing on each side of the pier to a maximum height of 34”.

4.6 MARINA BUILDING

Summary: The marina building, as previously mentioned, houses office space for the Marina, has a public meeting room, restrooms, the Downtown Bait & Tackle shop; a privately run shop that leases its space from the City, and various facilities for boaters, such as: a day room; showers; and laundry facilities. The building is 4,883 square feet and was constructed in 2007.

4.6.1 Drinking Fountains

Figure 4-16 –Water Fountains at Restroom

Assessments:

- The low and high water fountains outside the restrooms are 27.5” high and 17” deep and 33.75” high and 12” deep respectively. They both serve as a potential protruding object hazard for someone coming out of the restroom, violating §307.2.

Applicable Standards

307.2 Protrusion Limits. Objects with leading edges more than 27 inches and not more than 80 inches above the finish floor or ground shall protrude 4 inches maximum horizontally into the circulation path.

Recommendations

- Recess the water fountains or install a cane apron or fountain skirt on the water fountain so that it may be detectable at 27” from the ground.

4.6.2 Room Identification Signage

Summary: There are several rooms within the marina facility that are publically accessible rooms, however, there are several others that are only accessible to work personnel. Regardless all rooms, and exit doorways, are required to be identified by appropriate tactile signage. Currently this facility has none.

Figure 4-17 – Signage for Public Rooms - Community Room and Dock Master's Office

Figure 4-18 – Signage for Restricted Rooms - Custodial Room, Electrical Room and Laundry Room

Assessments:

- All permanent rooms in the building, including the Community Room, Dock Master's Room, Custodial Room, Electrical Room, Laundry Room and others, are all missing appropriate tactile signage identifying the room, violating §216.2.

Applicable Standards

216.2 Designations. Interior and exterior signs identifying permanent rooms and spaces shall comply with 703.1, 703.2, and 703.5. Where pictograms are provided as designations of permanent interior rooms and spaces, the pictograms shall comply with 703.6 and shall have text descriptors complying with 703.2 and 703.5.

703.4.2 Location. Where a tactile sign is provided at a door, the sign shall be located

alongside the door at the latch side. Where a tactile sign is provided at double doors with one active leaf, the sign shall be located on the inactive leaf. Where a tactile sign is provided at double doors with two active leafs, the sign shall be located to the right of the right hand door. Where there is no wall space at the latch side of a single door or at the right side of double doors, signs shall be located on the nearest adjacent wall. Signs containing tactile characters shall be located so that a clear floor space of 18 inches minimum by 18 inches minimum, centered on the tactile characters, is provided beyond the arc of any door swing between the closed position and 45 degree open position.

EXCEPTION: Signs with tactile characters shall be permitted on the push side of doors with closers and without hold-open devices.

Recommendations

- Install a tactile sign complying with §703.4.2 at each door that leads to a public or restricted room. The braille on the sign should identify the room as the name of the room or the permanent assigned number to the room.

4.6.3 Fire Emergency Exit Doors

Figure 4-19 – Emergency Exits

Assessments:

- The emergency exits from the building are not identified with tactile signage, violating §216.4.1.

Applicable Standards

216.4.1 Exit Doors. Doors at exit passageways, exit discharge, and exit stairways shall be identified by tactile signs complying with 703.1, 703.2, and 703.5.

Recommendations

- Install tactile signs complying with §703.1, §703.2 and §703.5 at all doors that lead to an exit discharge or exit passageway.

4.6.1 Public Restroom

Summary: There are two restrooms in the marina building, one public male restroom and one public female restroom. The Men's restroom was assessed and only minor issues were found that can be fixed with little effort. The woman's room is similar and also only has minor issues.

Figure 4-20 – Restrooms

Assessments:

- The urinal is located in an alcove 30" wide, violating §305.7.1
- The two sinks in the common area have exposed pipes that could serve as abrasive or sharp edges, violating §606.5.

Applicable Standards

305.7.1 Forward Approach. Alcoves shall be 36 inches wide minimum where the depth exceeds 24 inches.

606.5 Exposed Pipes and Surfaces. Water supply and drain pipes under lavatories and sinks shall be insulated or otherwise configured to protect against contact. There shall be no sharp or abrasive surfaces under lavatories and sinks.

Recommendations

- Extend the rear wall, behind the urinal, so that it is recessed less than 24 inches within the alcove.
- Place protective wrapping around the 2 pipes in the Men's room, as well as, the Woman's room.

5.0 IMPLEMENTATION AND FINANCIAL PLAN

In the previous sections, the improvements that are required to improve accessibility conditions to the facility were identified. The next step in the process is the development of an Implementation and Financial Plan for improvements. This was undertaken through the following efforts:

- preparing cost estimates for the required improvements;
- identifying funding that is available for the improvements; and
- reviewing the specific improvements in more detail and categorizing them into two separate groups. These include:
    - quick fix improvements; and
    - improvements that require more time, effort, and/or funding.

5.1 DEVELOPMENT OF IMPROVEMENT COSTS

In order to develop the Implementation and Financial Plan, unit costs for each type of improvement were developed. These unit costs were based on recent experiences with other agencies and, when available, standard industry costs when local data was not available. **It is important to note that the unit costs include across-the-board assumptions that will need to be reviewed prior to the actual improvement being completed**.

Table 5-1 includes the unit costs for each type of improvement that were used to estimate the improvement costs. In addition, this table includes an estimate for the total number of items needing each type of improvement, as well as the total estimate of probable cost by improvement type.

Note that the costs included in the table below are planning level estimates, once the projects progress through design, the actual construction opinions of cost will become more refined. Also, the City does not have the funding to go out and make all of these improvements at one time, which would offer the most economy of scale. Therefore, cost estimates are reflective of multiple smaller phases that will be more conducive to the funding available.

Again, it should be noted that the estimates are intended to reflect the order-of-magnitude costs for the City's overall facility improvement needs over the timeframe of the plan; for specific projects nearing implementation, it may be necessary for the City to conduct a more detailed cost assessment.

Improvement	Cost		Approx. Amount	Approx. Cost	Priority	Quick Fix
4.2 - Parking						
Trailer Parking						
Restripe accessible parking & aisle	$1,000	each	1	$1,000	High	No
Restricted Parking Spaces by Boat Launch						
Stripe accessible parking & aisle	$1,000	each	1	$1,000	High	No
New parking signage	$300	each	1	$300	High	No
Connect to accessible route	$5,000	each	1	$5,000	High	No
4.3 - ACCESSIBLE ROUTES ALONG PUBLIC RIGHT-OF-WAY						
Accessible Route from Trailer Parking						
Patch asphalt	$500	each	1	$500	High	Yes
Accessible Route from Main Accessible Parking						
Modify ramp to remove drainage issue	$2,000	each	1	$2,000	Medium	No
Add Detectable Warnings	$500	each	2	$1,000	Medium	Yes
Boat Launch Driveway Crossings						
Stripe crosswalks	$3,000	each	2	$6,000	Medium	No
Add Detectable Warnings	$500	each	1	$500	Medium	Yes
Patch asphalt	$500	each	1	$500	High	Yes
Routes to Public Amenities						
Relocate amenities	$100	each	3	$300	Low	Yes
4.4 - ACCESSIBLE ROUTES TO BOATING FACILITIES						
Route to Gated Boat Slips						
Install handrails	$4,000	each	3	$12,000	High	No
Replace transition plate	$1,000	each	1	$1,000	High	Yes
Route along Harborwalk Leading to Floating Pier						
Replace transition plate	$1,000	each	2	$2,000	High	Yes
Fill expansion joints	$10	feet	50	$500	High	Yes
Route to Boat Launch						
Reconstruct cement ramp	$1,500	each	1	$1,500	High	Yes
Route to East End Floating Boat Pier						
Resurface the 1" joint	$300	each	1	$300	Medium	Yes
Modify gangway/transition plate cross slope	$1,000	each	1	$1,000	Medium	No
Replace transition plate	$1,000	each	1	$1,000	Medium	Yes
4.5 - FISHING PIER						
Route to Fishing Pier						
Install handrails	$1,500	each	1	$1,500	Medium	No
Fill concrete joint	$2,500	each	1	$2,500	Medium	No
Fish Cleaning Station						
Built an extension to the counter	$1,000	each	1	$1,000	Medium	No
Fishing Areas						
Lower additional sections of railing	$5,000	each	1	$5,000	Low	No
4.6 - Marina Building						
Drinking Fountains						
Install cane apron around water fountain	$500	each	2	$1,000	Medium	Yes
Signage						
Add/relocate room signage	$100	each	10	$1,000	High	Yes
Add tactile exit sign	$100	each	5	$500	High	Yes
Restrooms						
Add pipe covers to restroom sinks	$100	each	4	$400	Medium	Yes
Adjust urinal location	$5,000	each	1	$5,000	Medium	No
Sub-Total Estimate				***$55,300***		
Mobilization	*$15,000*			*$15,000*		
Signed & Sealed Plans	*$10,000*			*$10,000*		
Survey/Design	*20%*			*$11,100*		
Inspection	*10%*			*$5,600*		
Miscellaneous	*15%*			*$8,300*		
Total Order of Magnitude Cost Estimates				**$105,300**		

Table 5-1 Cost and Prioritization Table

5.2 DEVELOPMENT OF THE IMPLEMENTATION AND FINANCIAL PLAN

The Implementation and Financial Plan was developed to identify when the improvements should occur, based on the relative priority of the improvements and anticipated level of funding that will be available to address the improvements.

Due to the nature of the quick fix improvements, it is assumed that the majority of the identified quick fix improvements will be completed within the confines of the five-year plan, listed in the following section.

It would be ideal if Punta Gorda could take advantage of “piggy backing” needed improvements with other planned facility improvement and renovation projects. Under ideal circumstances, this would permit the City to benefit either because the project directly addresses some or all of the needed improvements, or the project allows the City to reduce its improvement costs due to the concurrent construction activities. It is not known at this time the amount of implementation costs that could potentially be saved by completing the improvements concurrent with planned projects. Therefore, potential cost savings through fund leveraging are not included in the Implementation and Financial Plan at this time. In the future, should the desire and ability to estimate the amount of costs that could be reduced through fund leveraging, the cost of the improvements for those impacted improvements may be adjusted.

To develop the plan, the prioritized list of improvements were incorporated into the Implementation and Financial Plan based on the amount of anticipated funding available each year for the improvements.

It should be stressed that the Implementation and Financial Plan will serve as a general guide for the planning of improvements and that several factors will influence the timing for implementation of specific improvements and the overall cost of the program, including:

- Opportunities for partnering with other jurisdictions or organizations on implementing improvements.
- Specific site conditions at individual locations, including landscaping, utilities, drainage, which can have a significant impact on the type of improvements required and the associated cost.
- Contracting opportunities, including awarding a unit-price contract for the implementation of improvements at multiple locations.
- Additional opportunities to relocate or consolidate individual amenities.

On an annual basis, the list of needed improvements will be reviewed against the funding that is available that year to develop a specific work program. As previously mentioned, this will involve development of more detailed cost estimates based on a review of site conditions at individual locations.

5.3 FUNDING PLAN FOR NEEDED IMPROVEMENTS

Table 5-1 presents an example of a phased implementation plan by listing the improvements with a proposed priority and their associated costs. It should be noted that the costs are estimates of probable cost, with the ultimate costs dependent upon how the work is undertaken, site conditions at individual locations, material and labor prices in future years, and potential right-of-way costs. The number of items that are consolidated, modified, relocated, or removed will also be an important variable, as well as the amount of work that will be the responsibility of other entities.

Due to the unknown level of funding currently available for accessibility improvements, current renovation schedule, and the completion of the quick-fix improvement list, the items recommended for improvement each year of the program do not necessarily have to be the highest ranking items on the priority list. However, as the improvement program progresses, high ranking items that were not initially improved should be included in future years.

It should be noted that the phased implementation plan is just a guide. The number of items improved each year and the specific locations chosen for improvement may vary due to such factors as the actual costs of the improvement. As such, the improvements will need to be reviewed and a work program developed specifying the improvements that will be undertaken on an annual basis. The improvements would be undertaken through task orders. It is envisioned that the effort could focus on implementation of improvements within specific sections of the facility or would occur with groups of similar improvements throughout the City, both of which could enable improvements to be implemented more quickly.

It should be stressed that this plan is presented as an overall guide to the implementation of improvements. City staff will need to review the needed improvements and the available funding on an annual basis to develop the annual improvement program